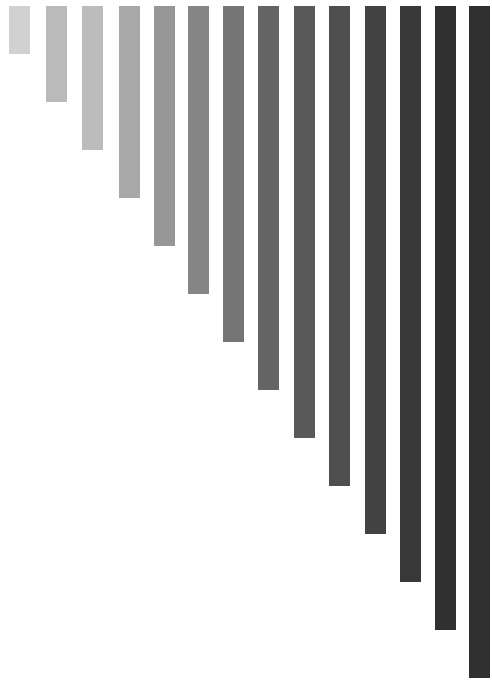


Benchmark Indicators Report



Annual Review 2003

May 2003



MEMORANDUM

TO: City Council
County Board
Planning Commission

FROM: Marvin S. Krout, Director

SUBJECT: 2003 Annual Review Benchmark Indicator Report

DATE: May 15, 2003

COPIES: Mayor Wesely, Mayor-Elect Seng

On behalf of the Planning Department, it is my pleasure to submit to you the first annual Benchmark Indicators Report. This Report is designed to evaluate and monitor changes in the community and assess whether the assumptions in the Comprehensive Plan are valid and its goals are being achieved.

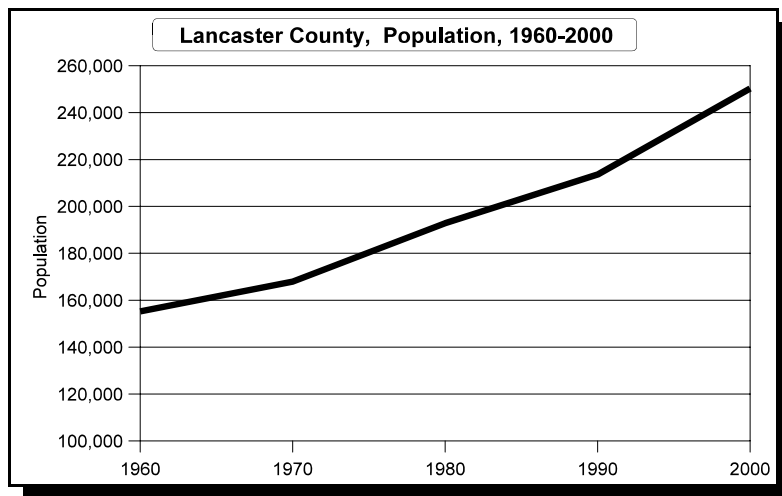
This year marks the initial data collection for the benchmark indicators. The 2003 Benchmark Report includes seventeen broad benchmark areas that are identified in the Comprehensive Plan and presents data on 28 indicators. Three indicators are identified for inclusion in next year's Benchmark Report.

As stated in the Plan, no conclusion can be made or trends determined on one year of information. In many areas, there was limited information currently available to monitor progress. In future years, it is hoped that these benchmark indicators can be supplemented with additional information and evaluation.

I:\CP\Arev03\Benchmark Director Memo.wpd

Indicator: Lancaster County, Population, 1960-2002**Importance of Indicator:**

- The assumed rate of population growth is used to calculate numerous land use and development projections used in formulating the Comprehensive Plan
- The assumed rate of population growth is projected as an average for the entire planning time horizon of the Plan (i.e. 25 years)

**Definition/ About this Indicator:**

- This indicator reflects US Census figures of population for Lancaster County
- The population census is taken once each decade on April 1st of years ending in "00"
- Estimates are based on a July 1st date

Trends/ Observations:

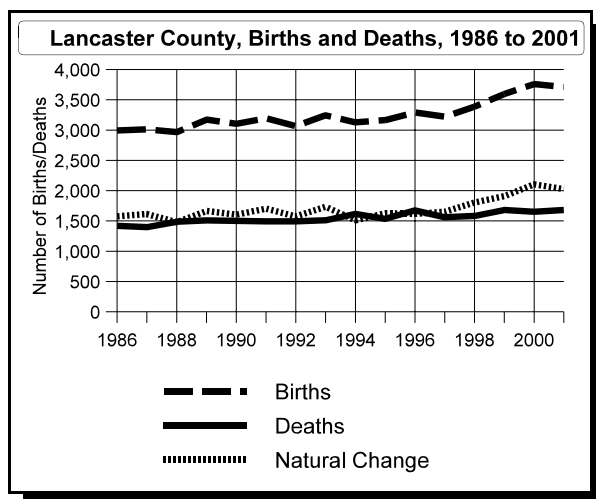
- In 1960 the County population was 155,272 increasing to 167,972 in 1970
- The population for Lancaster County grew from 192,884 persons in 1980 to 213,641 persons in 1990, an annualized growth rate of **1.03 percent**
- Between 1990 and 2000, the County's population gained nearly 37,000 new residents - from 213,641 to 250,291
- This annualized growth rate of **1.6 percent** during the 1990's was the fastest pace of expansion since World War II
- The annualized growth rate of the County was **1.24 percent** between July 1st 2000 and July 1st July 2002, which is a total population of 257,513 persons

Source: U.S. Bureau of the Census

Indicator: Lancaster County, Resident Birth and Death Statistics, 1984-2001

Importance of Indicator:

- Numbers of live births and deaths in Lancaster County may indicate what population factors are generating change to the overall population



Definition/ About this Indicator:

- These figures represent total live births and deaths for Lancaster County residents
- **Natural Change** is the number of births minus deaths

Trends/ Observations:

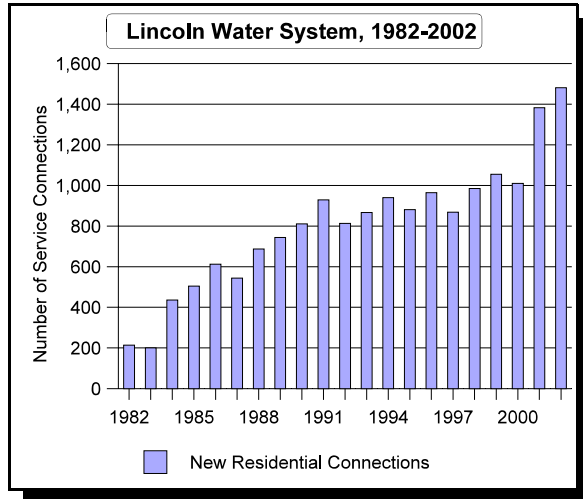
- A total of 2,993 live births were recorded for Lancaster County in 1986
- There has been a gradual increase in live births since 1986, increasing to 3,708 in 2001
- A total of 1,418 deaths were recorded for Lancaster County in 1986.
- There has been a slight increase in deaths since 1986, increasing to 1,681 in 2001
- The natural increase reflects a gradual increase over the period shown

Source: Lincoln-Lancaster County Health Department

Indicator: Lincoln Water System, Service Connections, 1982-2002

Importance of Indicator:

- These figures may reflect the level of activity in the housing industry
- The growth rate for utility service connections may be utilized to examine annual fluctuations in the local economy



Definitions/ About this Indicator:

- Lincoln Water System service area includes development within City of Lincoln corporate limits
- Reporting period reflects Lincoln Water System FY September to August
- Multiple-family dwellings (apartments) are "master-metered" where only **one** service connection is provided to the development
- Actual number of total dwelling units provided new service by the Lincoln Water System is higher than reported figures

Trends/ Observations:

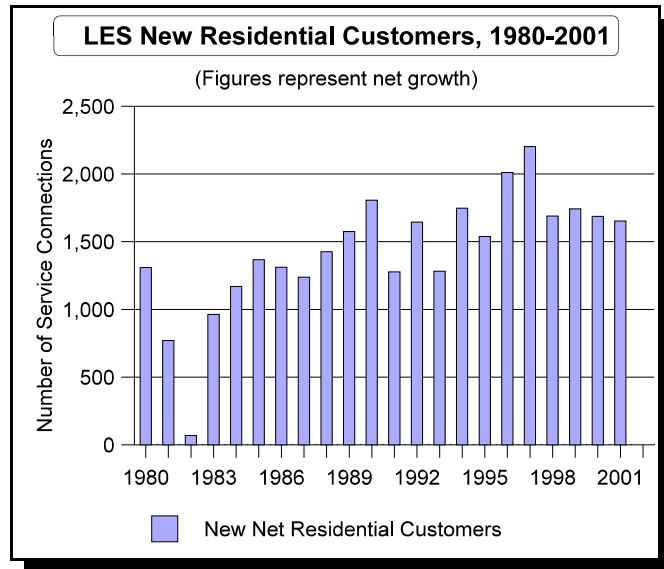
- In 1982 a total of 214 new residential service connections were reported and 49,035 residential connections were part of the Lincoln Water System, this figure reflects the national recession occurring during this time
- Since 1982 new water service connections generally increased, with some fluctuations with preceding years
- In 1990 a total of 811 new service connections were made to the system and 53,574 residential connections existed
- In 2000 a total of 1,010 new service connections were made to the system and 62,887 residential connections existed
- Between 1990 and 2000, the average annualized growth rate for water service connections was **1.62 percent**
- Both 2001 and 2002 exhibited the highest two year total for new water service connections, amounting to 1,383 and 1,481 connections, respectively, and was a result of an increase in the number of single-family units constructed during this period

Source: City of Lincoln, Lincoln Water System

Indicator: Lincoln Electric System, Service Connections, 1980-2001

Importance of Indicator:

- These figures may reflect the level of activity in the housing industry
- The growth rate for utility service connections may be utilized to examine annual fluctuations in the local economy



Definitions/ About this Indicator:

- LES services portions of Lancaster County (well outside the City of Lincoln corporate limits)
- Figures represent all types of dwelling units

Trends/ Observations:

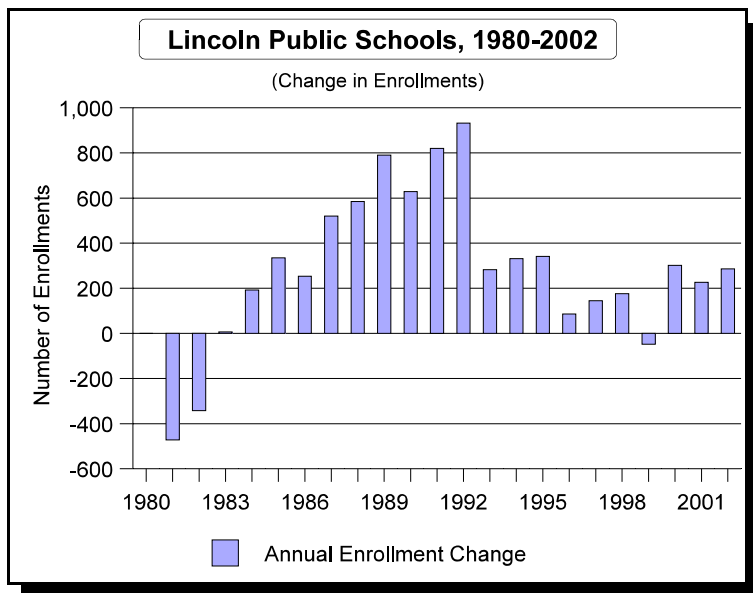
- In 1980, a total of 1,309 new residential service connections were reported and 68,926 service connections existed
- New residential service connections decreased to sixty-nine in 1982
- Since 1983 new LES residential service connections generally increased, with some fluctuations between preceding years
- In 1990, a total of 1,807 service connections were reported and 80,624 service connections existed
- Between 1980 and 1990, the average annualized growth rate for electrical service connections was **1.58 percent**
- In 1997 connections peaked with 2,203 new residential connections reported
- In 2000, a total of 1,687 service connections were reported and 97,449 service connections existed
- Between 1990 and 2000, the average annualized growth rate for electrical service connections was **1.91 percent**
- In 2001 a total of 1,654 new residential service connections were reported added to the system

Source: Lincoln Electric System

Indicator: Lincoln Public Schools, Student Enrollment, 1980-2002

Importance of Indicator:

- Lincoln Public School district enrollments may exhibit trends reflective of the general level of growth in the community

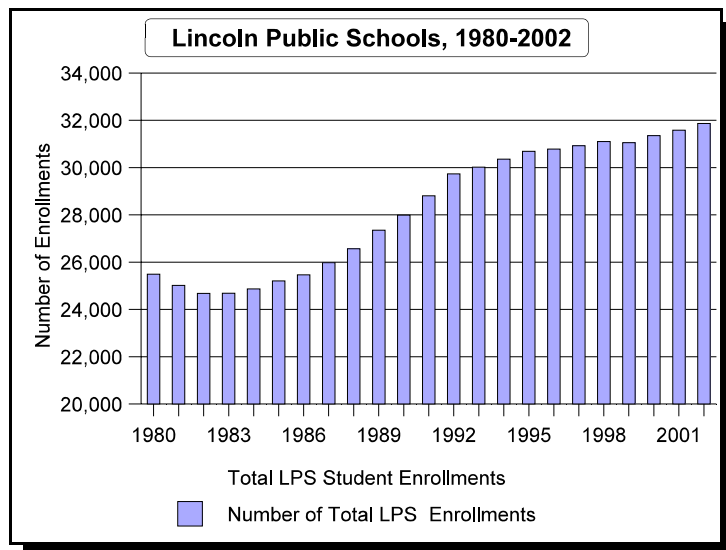


Definitions/ About this Indicator:

- Enrollment census is taken in the fall of each year
- Enrollment census includes Pre-Kindergarten to 12th Grade students
- Figures **DO NOT** include enrollments in private or parochial schools, this information will be included in future reports
- Students may live outside City of Lincoln corporate limits
- Trends are not reflective of pre-1980 enrollment figures

Trends/ Observations:

- Total enrollments in 1981 decreased by 472 students from 1980
- A total of 25,489 students were enrolled with LPS in 1980
- LPS enrollments decreased between 1980 and 1983, reaching 24,675 in 1982
- Since 1987 there was a general increase in student enrollments
- In 1990, total student enrollment was 27,986, with 629 new students entering the district from the prior year
- The largest year-to-year increase in enrollments occurred in 1992, with 932 new students entering the district
- Total student enrollments reached 31,867 in 2002
- Between 1980 and 2002, there was a 6,378 net increase in students enrolled in the LPS district

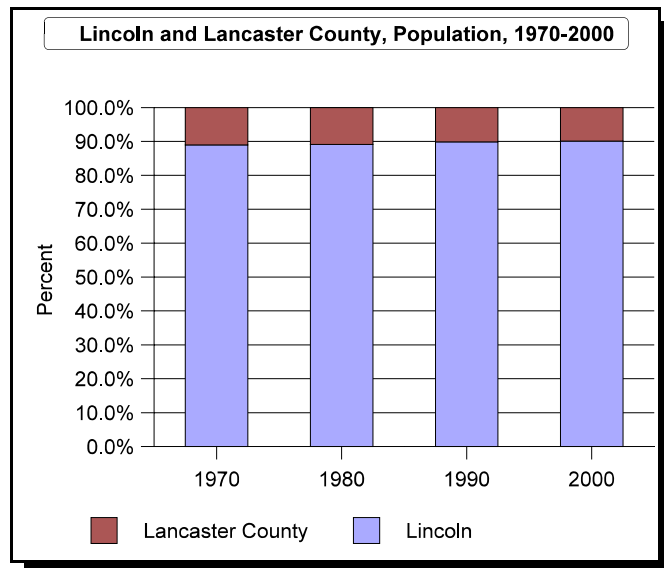


Source: Lincoln Public Schools

Indicator: Ratio of Lincoln to Lancaster County Population, 1970-2000

Importance of Indicator:

- Since 1970 the City of Lincoln's population has amounted to about 90 percent of the County's population
- Lincoln's population growth is assumed to accommodate **90 percent** of the County population over the planning time horizon (i.e., 25 years)



Definitions/ About this Indicator:

- US Census data for Lincoln and Lancaster County is used to determine population ratios
- Population includes persons in all incorporated and unincorporated communities in Lancaster County

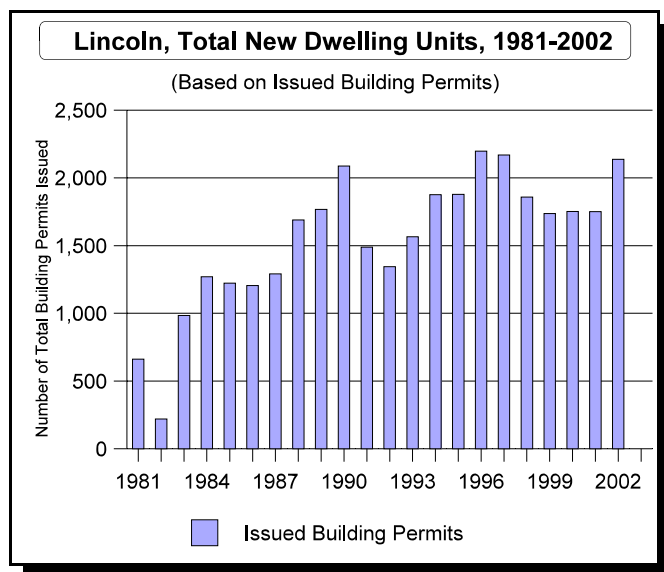
Trends/ Observations:

- Since 1970 Lincoln has approximated 90 percent of the County's population
- In 2000, Lincoln's population was **90.1 percent** of the County population

Source: U.S. Bureau of the Census

Indicator: Lincoln, Residential Building Permits Issued, 1981-2002**Importance of Indicator:**

- The number of issued building permits for new residential dwellings units in Lincoln reflect the level of activity in the housing industry
- The provision of new housing to accommodate the projected population growth over the planning time horizon is a fundamental land use component used in the formulation of the Comprehensive Plan

**Definitions/ About this Indicator:**

- Dwellings include detached, attached or townhouse, duplex and apartment residential units
- Figures represent approved building permits issued **within** the City of Lincoln corporate limits
- Building permits allow for a two year period in which construction must be completed

Trends/ Observations:

- In 1981 a total of 662 building permits were issued
- In 1982 only 219 building permits were issued in Lincoln, the lowest number of permits during this period
- A total of 2,087 building permits were issued for the construction of new residential dwelling units in 1990
- The number of building permits issued in Lincoln peaked in 1996 with 2,197
- Over the time period shown the number of building permits issued each year has fluctuated
- Between 1990 and 2000, 18,203 building permits were issued for new residential units, while the annualized average number of units for this period was approximately 1,820 building permits per year
- In 2002, a total of **2,137** new dwelling units were permitted in Lincoln

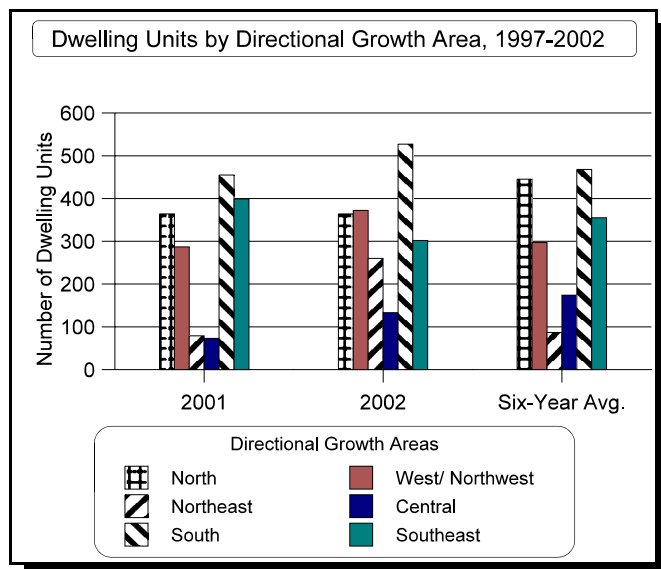
Source: City of Lincoln, Building and Safety Department

**Indicator: Lancaster County, Residential Building Permits Issued,
1980-2002**

Information related to this
indicator will be published in
future reports.

Indicator: Lincoln, Number of Dwelling Units by Directional Growth Area, 1997-2002**Importance of Indicator:**

- The Comprehensive Plan encourages new development in different directional growth areas
- The provision of new housing in multiple directions and drainage basins over the planning period time horizon is a fundamental land use component used in the formulation of the Comprehensive Plan

**Definition/ About this Indicator:**

- Figures represent approved building permits for all new dwelling units
- Dwellings include detached, attached or townhouse, duplex and apartment residential units
- Directional Growth Areas are generally based upon drainage basins and consist of differing land area
- Six-year average reflects year 1997 to 2002

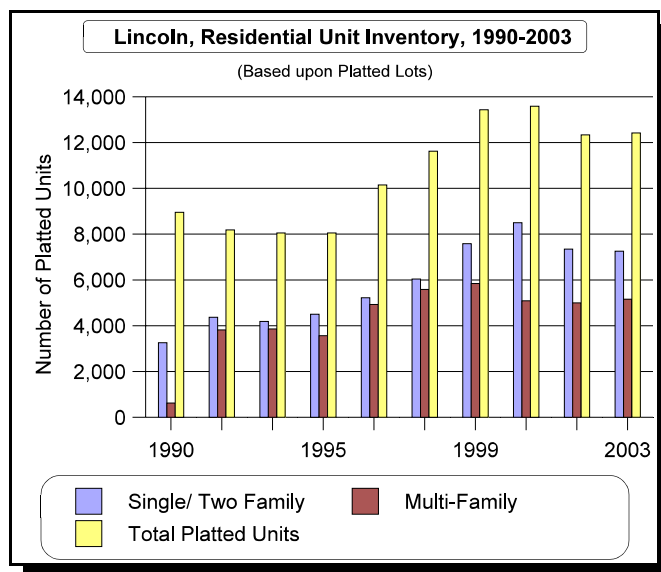
Trends/ Observations:

- The three growth areas that exhibit the higher number of new residential units in 2001 and 2002 include the North, South and Southeast parts of Lincoln
- Combining these three growth areas -- account for almost 75 percent of total number of new residential units in 2002
- The South area has dominated the location for new residential development with 455 new unit in 2001 and 527 units in 2002
- The Central and Northeast areas have exhibited increases in new residential units between 2001 and 2002, particularly the Northeast part of Lincoln
- The six-year average indicates that new residential development is generally consistent with the directional growth exhibited during 2001 and 2002

Source: City of Lincoln, Planning Department

Indicator: Lincoln, Residential Land Inventory,**1990-2003****Importance of Indicator:**

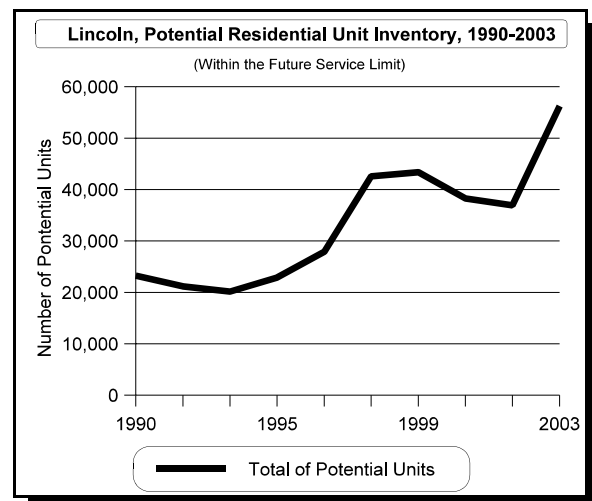
- The amount of land planned for residential purposes in Lincoln may reflect the general level of development activity in the community
- Developable land in Lincoln is needed to accommodate projected residential growth and is a fundamental land use component used in the formulation of the Comprehensive Plan

**Definitions/ About this Indicator:**

- Figures reflect single/ two-family and multi-family units that are final platted, preliminary platted or submitted for preliminary plat review
- **Total Potential Units** includes all units in a plat process and potential units on undeveloped land within the Future Service Limit
- The size of the Future Service Limit changes when new area is approved with Comprehensive Plan Amendments
- Between 1990 and 1997, the number of dwelling units that were part of unapproved submitted plats were not included in unit counts

Trends/ Observations:

- In 1990, there were 3,256 single/ two-family units and 623 multi-family units in final, preliminary and submitted plats, including an additional 14,280 potential units on undeveloped land within the Future Service Limit
- In 2000, there were 8,504 single/ two-family units and 5,083 multi-family units in final, preliminary and submitted plats, including an additional 24,706 potential units on undeveloped land within the Future Service Limit
- The number of "Potential Units" within Lincoln's Future Service Limit has fluctuated over time and reflects additions of new land to the Lincoln future urban planning area



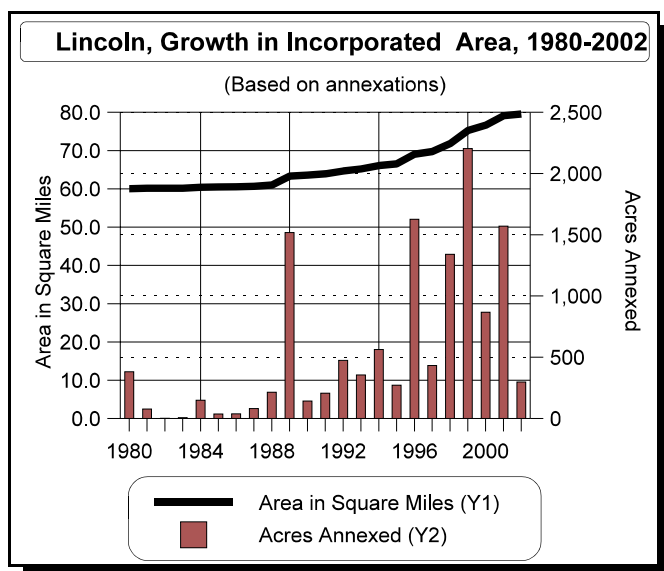
- In 2003, there were **7,257** single/ two-family units and **5,162** multi-family units in final, preliminary and submitted plats, including **43,822** potential units on undeveloped land within the Future Service Limit
- In 2003, the grand total of potential dwellings units within the existing Future Service Limit is **56,241**

Source: City of Lincoln, Planning Department

Indicator: City of Lincoln, Incorporated Area, 1980-2002

Importance of Indicator:

- The amount of annexed acres to Lincoln may reflect the general level of development activity in the community



- Additional land area is needed to accommodate new development

Definitions/ About this Indicator:

- Based upon annexed property by the City of Lincoln

Trends/ Observations:

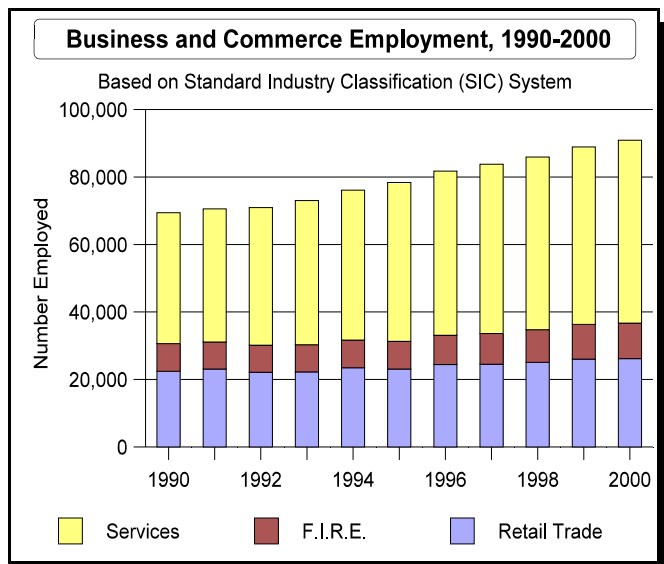
- In 1980, the City of Lincoln annexed 382 acres and consisted of 60 square miles
- During 1990, the City annexed 143 acres and consisted of 63 square miles
- Between 1980 and 2002, the peak in amount of property annexed by Lincoln occurred in 1999 with approximately 2,203 acres, increasing the size of the City to 75 square miles
- During the 1990's the City began to annex many adjacent acreage residential subdivisions. In addition, several large "developed" tracts such as Mahoney Park and Lincoln Memorial Cemetery were annexed
- In 2002, the City annexed an additional 297 acres and consisted of 79.5 square miles
- The amount of property annexed by the City of Lincoln may fluctuate greatly each year
- In 1989, the City of Lincoln annexed the Highlands subdivision
- Annexation activity does not reflect the population growth of the City in any one year

Source: City of Lincoln, Planning Department

Indicator: Lincoln MSA, Employment by Business and Commerce Sectors, 1990-2000

Importance of Indicator:

- The employment conditions over the planning time horizon for “**Business and Commerce**” industries may reflect the general level of economic activity in the community and exhibit trends concerning future land needs for new commercial development
- An annual employment growth rate of **2.0 percent** for projecting commercial area needs was assumed for the planning time horizon
- Planning assumptions used in the formulation of the Comprehensive Plan are based in part on historical trends



Definitions/ About this Indicator:

- Lincoln MSA (Metropolitan Statistical Area) is defined as Lancaster County
- “**Business and Commerce**” is an employment category used to evaluate trends in the local economy
- **F.I.R.E.** means Finance, Insurance, & Real Estate employment categories
- From **2001**, future industry classification will be based upon the **North American Industry Classification System (NAICS)**, and these trends will be included in future reports

We cannot compare 1990-2000 data with 2001-2002 data because of the industry employment categorization change

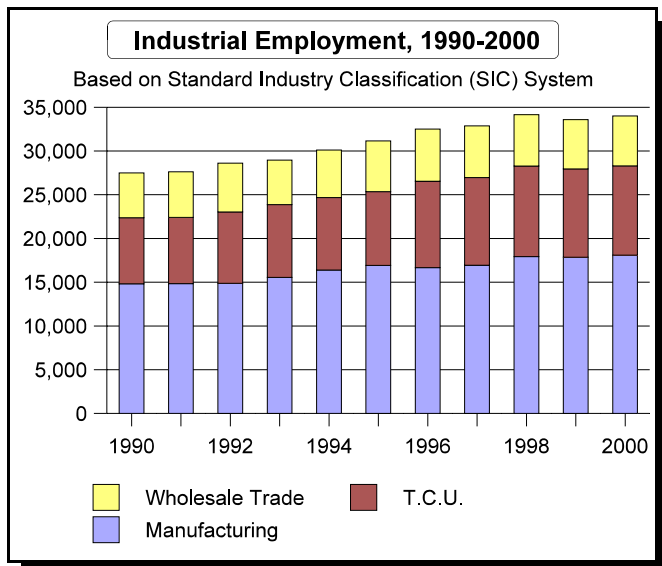
Trends/ Observations:

- In 1990, employment in “Business and Commerce” totaled 70,547 jobs
- Between 1990 and 2000, the average annualized growth rate for the number of “Business and Commerce” sector jobs was **2.57 percent**
- In 2000, employment in “Business and Commerce” totaled **90,909** jobs

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Employment by Industrial Sectors, 1990-2000**Importance of Indicator:**

- The employment conditions over the planning time horizon for the “**Industrial**” sector may reflect the general level of economic activity in the community and exhibit trends concerning future land needs for new industrial development
- An annual employment growth rate of **2.5 percent** for projecting industrial area needs was assumed for the planning time horizon
- Planning assumptions used in the formulation of the Comprehensive Plan are based in part on historical trends

**Definitions/ About this Indicator:**

- Lincoln MSA (Metropolitan Statistical Area) is defined as Lancaster County
- “**Industrial**” is an employment category used to evaluate trends in the local economy
- **T.C.U.** means Transportation, Communications & Utilities employment categories
- From 2001, the industry classification will be based upon the **North American Industry Classification System (NAICS)**, and these trends will be included in future reports

We cannot compare 1990-2000 data with 2001-2002 data because of the industry employment categorization change

Trends/ Observations:

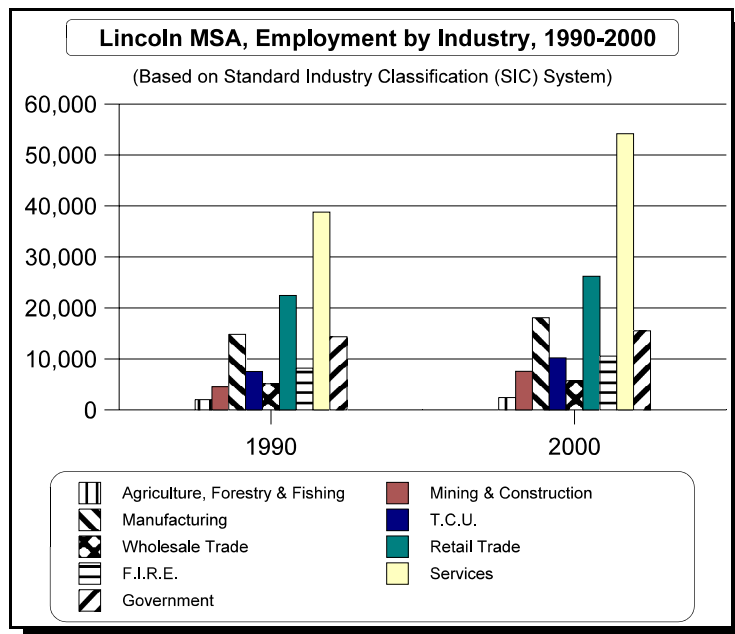
- In 1990, employment in “Industrial” sector jobs totaled 27,493 jobs
- Between 1990 and 2000, the average annualized growth rate in the number of “Industrial” sector jobs was **2.15 percent**
- In 2000, employment in “Industrial” sector jobs totaled **34,010** jobs
- During the 1990's, employment in the “Industrial” sector peaked in 1998 with 34,144 jobs

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Employment by Industry, 1990-2000 & 2002

Importance of Indicator:

- The employment conditions during the planning period for all industries may reflect the general level of economic activity in the community and exhibit trends concerning future land needs for new growth and development



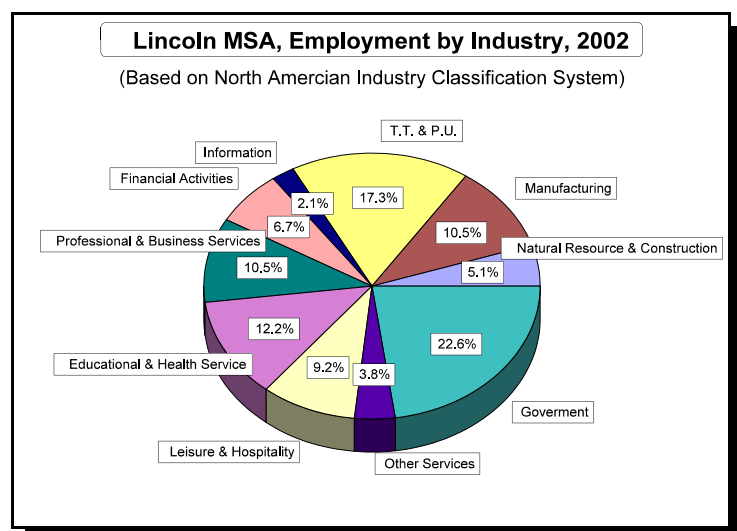
Definitions/ About this Indicator:

- Lincoln MSA (Metropolitan Statistical Area) is defined as Lancaster County
- F.I.R.E.** means Finance, Insurance, & Real Estate
- T.C.U.** means Transportation, Communications & Utilities
- The U.S. Bureau of Labor changed the industry classification system (**SIC**) in 2000
- From 2001, the industry classification will be based upon the **North American Industry Classification System (NAICS)**, and these trends will be included in future reports
- T.T. & P.U.** means Trade, Transport & Public Utilities

We cannot compare 1990-2000 data with 2001-2002 data because of the industry employment categorization change.

Trends/ Observations:

- Between 1990 and 2000, total employment grew from 117,815 to 150,399 jobs, an average annualized growth rate of **2.47 percent**
- The four largest employment categories during the 1990's comprised of Services, Retail Trade, Manufacturing and



Government sector industries

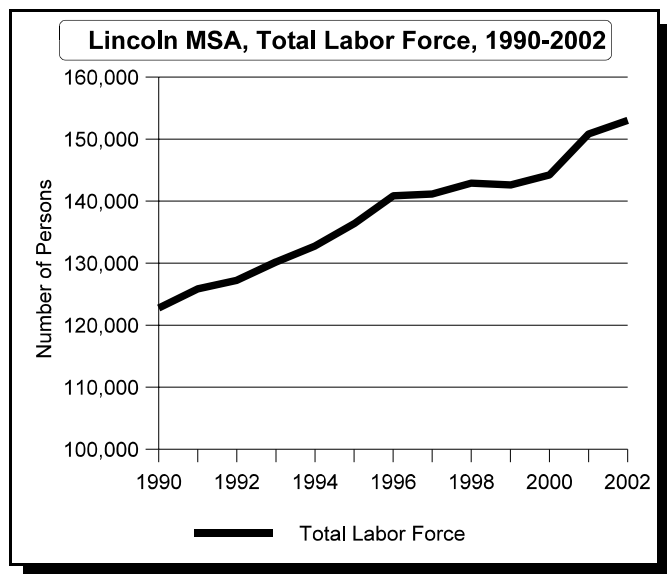
- The **SIC** and **NAICS** systems are not comparable classification systems
- In 2002, the average annual non-farm employment was **158,922** jobs
- In 2002, the largest employment categories comprised Government, T.T. & P.U., Manufacturing and Professional and Business Services industries

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Civilian Labor Force, 1990-2002

Importance of Indicator:

- Labor Force conditions during the planning period may reflect the general level of economic activity in the community



Definitions/ About this Indicator:

- Lincoln MSA (Metropolitan Statistical Area) is defined as Lancaster County
- **Civilian Labor Force** is defined as persons 16 years of age and older, who are **not** inmates of institutions and who are **not** on active duty in the Armed Forces
- **Civilian Labor Force** equals the number of persons employed and unemployed
- These figures exhibit lower overall numbers than total employment data, as the **Civilian Labor Force** statistics count individuals only **once**, regardless of how many jobs they work

Trends/ Observations:

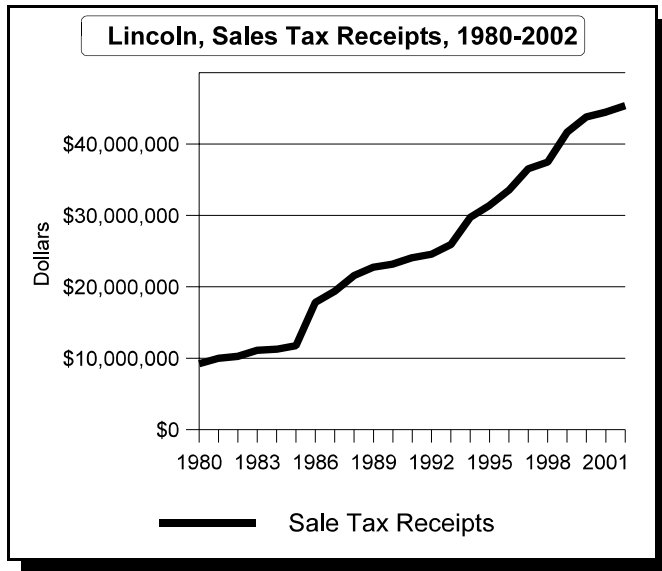
- In 1990, the Civilian Labor Force averaged 122,776 persons
- In 2000, the Civilian Labor Force averaged 144,258 persons
- Between 1990 and 2000, the average annualized growth in the number of persons who were part of the "Civilian Labor Force" jobs was **1.63 percent**
- In 2002, the Civilian Labor Force exhibited continued growth averaging **153,021** persons throughout the year

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln, Net Sales Tax Revenues, 1980-2002

Importance of Indicator:

- Sales tax revenues are a good indicator of a community's economic well being
- Sales tax revenues reflect the amount of revenue that a municipality is able to generate on an annual basis, and the levels of service that can be provided to the community



Definitions/ About this Indicator:

- Figures represent Fiscal Year data from September to August
- Figures are sales tax revenues generated within the City of Lincoln

Trends/ Observations:

- In 1980 a total of \$ 9,224,113 in sales tax receipts were collected by the City of Lincoln
- Since 1986 sales tax receipts collected by the City of Lincoln has steadily increased
- In 1990 a total of \$ 23,189,517 in sales tax receipts were collected by the City of Lincoln
- In 2000, a total of \$43,801,620 in sales tax receipts were collected by the City of Lincoln

Source: City of Lincoln, Finance Department

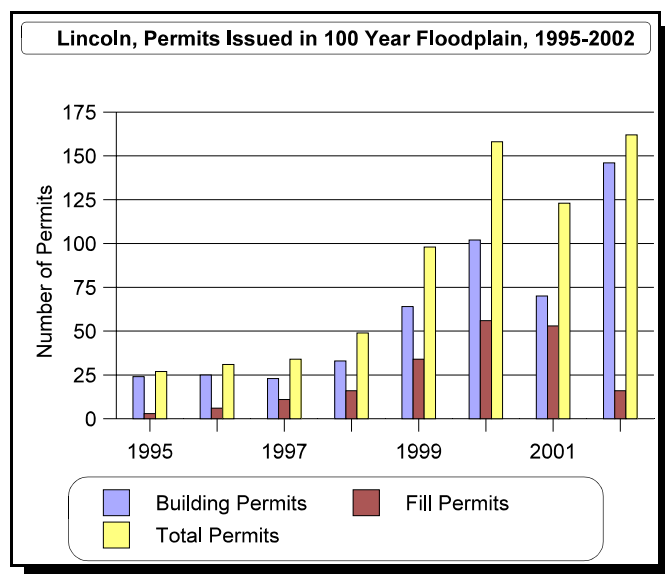
Indicator: Lincoln, Permits Issued in the 100 Year Floodplain, 1995-2002

Importance of Indicator:

- Building and Fill Permits issued for property within the 100 Year Floodplain are regulated by the City of Lincoln and overtime may exhibit trends concerning the level of development in these areas
- Riparian, Floodplain and Stream Corridors are one of the three “Core Resource Imperatives” identified in the Comprehensive Plan
- Core Resource Imperatives were selected to receive the greatest consideration in the long range planning process
- These areas are instrumental in providing habitat and water infiltration benefits, along with serving as connectors to natural areas

Update on Floodplain Task Force

The Mayor's Floodplain Task Force has completed their work and a final report was issued in April, 2003. It is anticipated that any policy recommendations appropriate for incorporation into the Comprehensive Plan will come forward in the near future as a package that includes a Comprehensive Plan amendment together with revisions to the Zoning and Subdivision Ordinances and Design Standards. Their final report was not completed in time for inclusion in the 2003 Annual Review.



Definitions/ About this Indicator:

- Building Permits issued in the Floodplain may include non-substantial improvements, meaning they do not adversely impact the floodplain

Trends/ Observations:

- In 1995 the number of building and fill permits issued by the City of Lincoln totaled 27 permits
- Since 1995 permit activity in the 100 Year Floodplain has steadily increased
- Building permits for new structures in the floodplain (which include interior improvements to existing buildings) dominate the type of permits issued in the floodplain
- In 2000 the number of building and fill permits issued by the City of Lincoln totaled 158 permits

Source: City of Lincoln, Building and Safety Department

Indicator: Air Quality**Importance of Indicator:**

- Compliance with federal air quality standards is important for the purposes of maintaining community health standards and eligibility for federal transportation funding
- Air quality directly affects human health, ecosystem health and visibility

Trends/ Observations:

- Lincoln and Lancaster County currently meets national health standards and the air quality is relatively good. The Lincoln-Lancaster County Health Department (LLCHD) monitors the level of three criteria pollutants: carbon monoxide, ozone and PM2.5 (particulate matter less than 2.5 microns in size). National Ambient Air Quality Standards (NAAQS) have been established for these pollutants. Monitoring determines the amount of these pollutants in Lincoln-Lancaster County air compared to the standards.

Source: Lincoln-Lancaster County Health Department

Indicator: Lancaster County, Status of Agriculture and Farming, 1987-1997**Importance of Indicator:**

- About 77 percent of the County is utilized for growing crops, raising livestock, or producing other agricultural produce. These lands are an integral element in the natural landscape providing habitat as well as being a basic piece of the County's historic signature landscape
- County agriculture and farming trends will be monitored to ensure the principles of the Comprehensive Plan are implemented

Lancaster County	1987	1992	1997
Farms (number)	1,508	1,359	1,457
Land in Farms (acres)	448,286	414,763	421,089

Definitions/ About this Indicator:

- The U.S. Census of Agriculture is undertaken every five years
- Data collected in 2002 Agriculture Census is scheduled for release in 2004

Trends/ Observations:

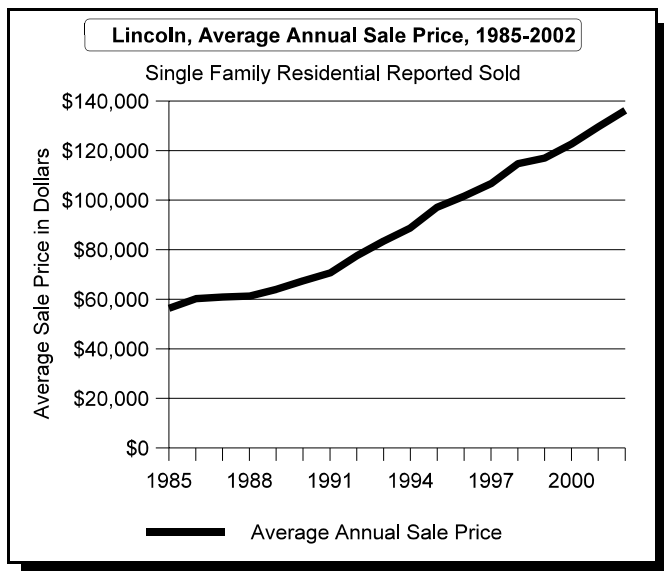
- The total number of farms in Lancaster County has declined from its highest point of 2,361 farms in 1950 to 1,457 in 1997
- Since 1987 the overall number of farms have fluctuated throughout the period shown, and the trend has generally been toward a decline in the number of farms in Lancaster County
- The number of farms did increase slightly from 1992 and 1997 – rising from 1,359 farms in 1992
- The total number of acres classified as farm land has steadily declined over time, ranging from 448,286 acres in 1987 to 421,089 in 1997
- The number of acres farmed in 1997 was up slightly from 1992 – gaining about 6,326 acres (about 10 square miles) from 414,763 in 1992
- The average farm size in Lancaster County has fluctuated between 1987 and 1997, peaking during this period in 1992 with 305 farms
- With a difference of only 16 acres, the variability in farm size has been relatively small

Source: U.S. Census of Agriculture

Indicator: Lincoln, Single Family Residential Listings Reported Sold, Average Annual Sale Price, 1985-2002

Importance of Indicator:

- The Comprehensive Plan aims to preserve existing affordable housing and promote the creation of new affordable housing throughout the community
- The trends exhibited by single-family sale prices may reflect the general level of economic activity in the community



Definitions/ About this Indicator:

- The REALTORS® Association of Lincoln reports monthly and annual average sale prices of single-family dwellings reported sold through their **Multiple Listing Service (MLS)**

Trends/ Observations:

- In 1985 the average sale price reported for single-family homes was \$56,363
- In 1990 the average sale price reported for single-family homes was \$67,396
- Between 1990 and 2000, the annualized average growth rate in sale price for single-family homes was 8.2 percent
- In 2000, the average sale price reported for single-family homes was \$122,724
- The sale price of homes in Lincoln reported by the REALTORS® Association increased to an average of **\$136,269** in 2002

Source: REALTORS® Association of Lincoln, MLS

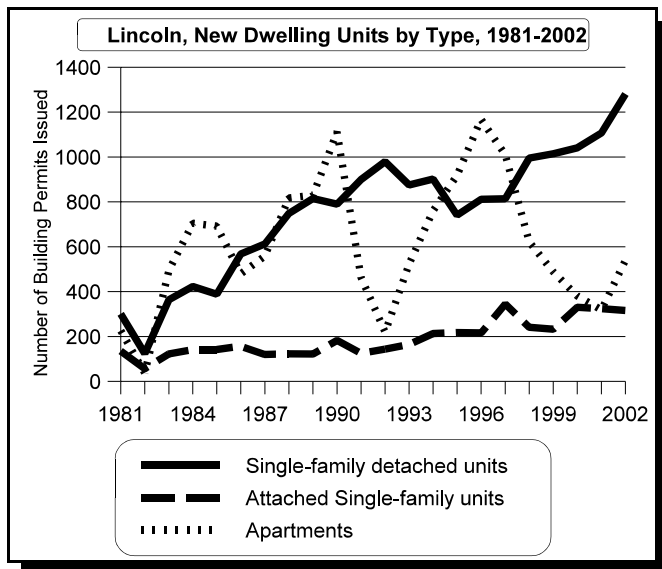
Indicator: Lincoln, Household Income and Home Ownership Rates

Information related to this indicator will be published in future reports.

Indicator: Lincoln, Issued Building Permits for Dwellings Units, 1981-2002

Importance of Indicator:

- The Comprehensive Plan aims to provide the broadest range of housing options throughout the community
- A mix of housing types improves the quality of life for the whole community by providing greater lifestyle choices, opportunities for home-ownership and creates possibilities for unique and efficient residential developments



Definitions/ About this Indicator:

- Figures represent issued building permits for new dwelling units
- **Attached** units include townhouse and duplex dwelling units as reported by the Department of Building and Safety

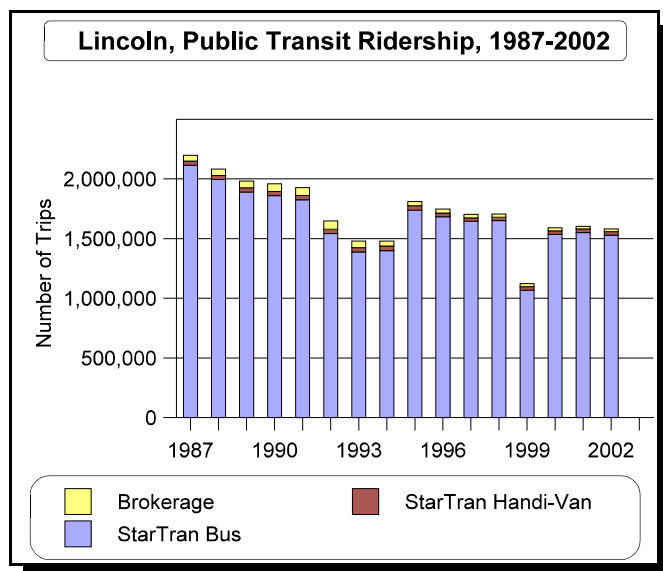
Trends/ Observations:

- Single-family detached and Apartment dwelling units have shared lead in the number of building permits issued between 1981 and 2002
- Attached single-family dwelling units – i.e., townhouses and duplexes comprised the lowest number of building permits issued during the period shown
- Since 1995, the number of building permits issued for single-family detached units has generally increased over the period from 124 units in 1982 to 1,281 units in 2002
- The number of building permits issued for apartment units have fluctuated between 1981 and 2002, ranging from a low of 38 in 1982 to a high of 1,168 in 1996
- The number of building permits issued for attached single-family units generally exhibited a steady increase during the period shown ranging from a low of 57 in 1982 to a high of 345 in 1997

Source: City of Lincoln, Building and Safety Department

Indicator: Lincoln, Public Transit Ridership, 1987-2002**Importance of Indicator:**

- The Comprehensive Plan aims to increase the use of public transit ridership by improving and expanding facilities and services
- Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes. StarTran - the City operated transit system - provides fixed-route service, paratransit (Handi-Van), and taxi door-to-door demand responsive disability service. These public services are critical to those persons that are dependent on public transit services. These services are necessary for compliance with the Federal Americans with Disabilities Act. In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

**Definitions/ About this Indicator:**

- Brokerage program provides eligible disabled persons with taxi door-to-door transit services
- Ridership numbers for StarTran Bus and Handi-Van are collected via automated fairbox collections
- Data for 1980 to 1986 are not available

Trends/ Observations:

- The majority of trips taken on Lincoln's public transit system are from the fixed-route StarTran bus service
- During the period shown StarTran bus service ridership exhibited the highest number of trips with over 2.11 million during 1987
- Brokerage and Handi-Van ridership combined for less than 4.0 percent (82,997 trips) of total trips in 1987
- Generally all types of public transit ridership declined over the period shown, however each service exhibited periods of increase and decline from preceding years
- In 2002, StarTran bus service ridership totaled 1.52 million trips, while the Brokerage and Handi-Van ridership combined for less than 3.3 percent (51,843) of total trips

Source: City of Lincoln, Public Works - StarTran

Indicator: Lincoln Area, Miles of Multi-Use Trails, 2003**Importance of Indicator:**

- The Comprehensive Plan encourages the continuance of Lincoln's trail networks into existing and developing areas
- Bicycles can play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, and creating a more balanced transportation system
- Improvement to existing street and trail facilities that are presently suitable for bicycles, and the development of an expanded system of bicycle-friendly roads and trails for the City of Lincoln and Lancaster County's future have been expressed as strong community goals
- The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips, and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes

Lincoln Urban Area Trails	Length in miles
Existing	97.9
Future	134.8
On-Street	83.3
Total (2003)	316.0

Definitions/ About this Indicator:

- Trail figures were derived from the City of Lincoln's Geographic Information System
- The **Urban Area Boundary** encompasses the land area within the Future Service Limit, and is utilized for transportation modeling purposes
- Includes all types of trails in the Lincoln Urban Area Boundary
- Wilderness Park and Salt Creek Levee Trails are included

Trends/ Observations:

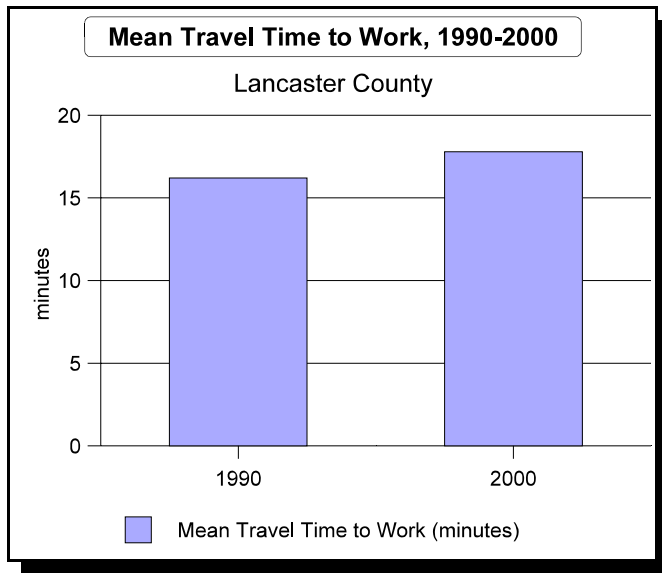
- The community has increased the existing system of bicycle and recreational trails and on-street bike routes over the past 15 years
- In 1989, the Lincoln Urban Area comprised almost 23 miles of multi-use trail
- During the 1990's major construction efforts were undertaken as a result of voter-approved General Obligation Bonds to expand the trail system
- In 2003, the Lincoln Urban Area had an off-street multi-use trail system comprising almost 98 miles, plus 83 miles of on-street bike routes, and the Comprehensive Plan identified an additional 135 miles of trails desirable for future construction throughout the community

Source: City of Lincoln, Planning & Parks and Recreation Department

Indicator: Lancaster County, Mean Travel Time to Work, 1990-2000

Importance of Indicator:

- The Comprehensive Plan encourages the transportation system to effectively move people and goods around the community



Definitions/ About this Indicator:

- In the 1990 Census the maximum travel time assigned to any worker was 99 minutes
- The maximum travel time was increased to 200 minutes for Census 2000, thus the 2000 data are more accurate because they include the actual value for these longer trips
- At the national level, the Census Bureau estimates that about 29 percent (0.9 minutes) of the 3.1-minute increase in average travel time is attributable to the coding change
- Figures represent workers who did not work at home

Trends/ Observations:

- The 1990 Census reported that average travel time to work for residents of Lancaster County was 16.2 minutes
- The 2000 Census reported an increase of 1.5 minutes in the average travel time to work to 17.8 minutes

Source: U.S. Bureau of the Census

Indicator: Status of South and East Beltways & Antelope Valley Project, 2003

Update: Antelope Valley Project

The Major Investment Study and Environmental Impact Statement have been completed and the Record of Decision was received in 2001 for the Antelope Valley Project. Currently, Phase-1 Projects are under final design with construction starting in July and scheduled for completion in 2011. Phase-1 Projects will start with bridge crossing of the BNSF Railroad tracks, connecting arterials, nine bridge crossing over the Antelope Creek channel as well as related Community Revitalization projects such as commuter and recreational trails and the Northeast Community Park.

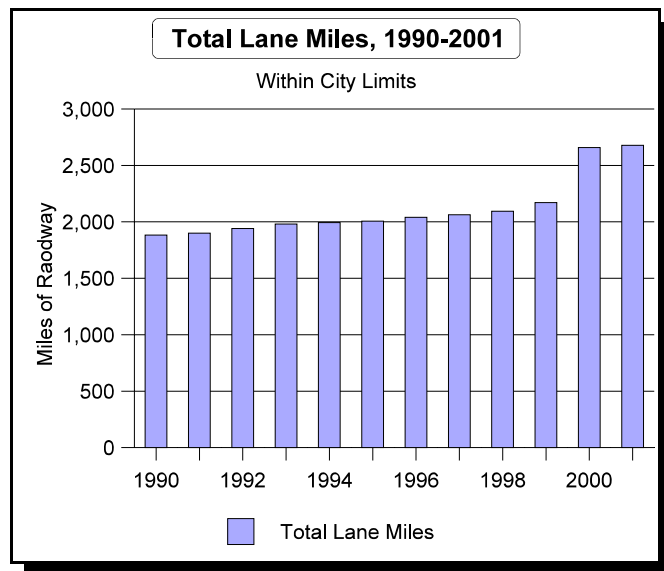
Update: South and East Beltways

The Environmental Impact Statement for the South and East Beltway have been completed and the Record of Decision was received in 2002. Currently, the South Beltway is under design and the Nebraska Department of Roads is the lead agency for the project. It is anticipated the South Beltway will be constructed by 2009.

Indicator: Lincoln, Lane Miles of Roadway, 1990-2001

Importance of Indicator:

- The Comprehensive Plan encourages the development of a transportation system that meets the mobility needs of the community and supports the land use projections in the Plan by continuing the street network into newly developing areas and linking all neighborhoods together



Definitions/ About this Indicator:

- **Lane Miles** includes all traffic lanes (i.e. one mile of a four lane road is 4 lane miles) of arterial, residential and unpaved streets within the City of Lincoln corporate limits
- Figures include newly constructed paved streets and paved streets that were annexed into the City of Lincoln
- **In 2000, Geographic Information System technology, combined with new State of Nebraska reporting guidelines changed the methodology for calculating lane miles**

Trends/ Observations:

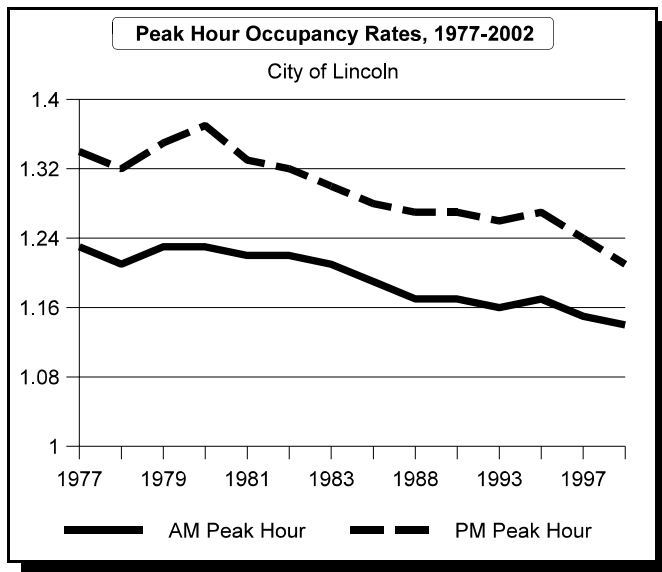
- In 1990, a total of 1,883 lane miles existed within the City of Lincoln, increasing to 2,170 lane miles in 1999
- In 2000, the lane mile reporting system changed, resulting in 2,658 lane miles reported, while in 2001 the total number of lane miles increased to 2,678 miles

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Peak Hour Vehicle Occupancy Rates, 1977-2002

Importance of Indicator:

- The Comprehensive Plan acknowledges cars and trucks will continue to be the primary mode of travel for Lincoln and Lancaster County residents throughout and beyond the planning period of this Plan (i.e., 25 years)
- Roads will continue to form the backbone of the entire region's transportation system, however the Plan encourages efficient use of the system by implementing Transportation Demand Management (TDM) techniques



Definitions/ About this Indicator:

- Average automobile occupancy rates in the a.m. and p.m. hours are collected at specified locations throughout the community on a periodic basis

Trends/ Observations:

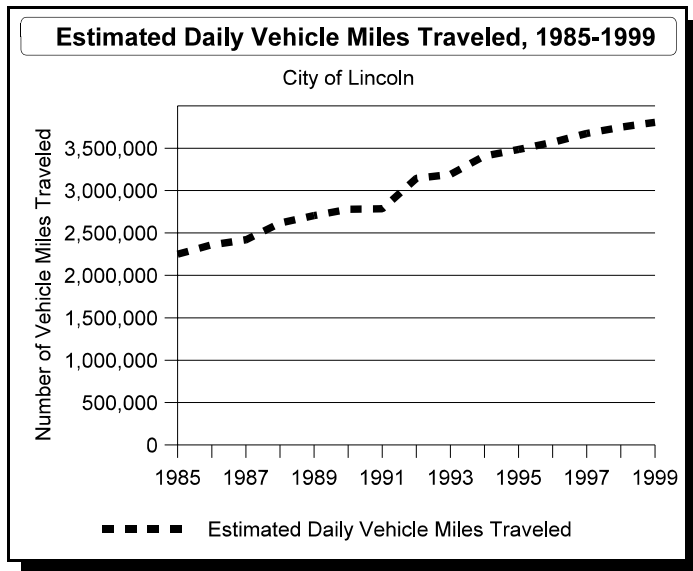
- The graph shows the trend of average occupancies during the a.m. and p.m. peak hours over the last 25 years
- Since 1977, the average automobile occupancy during the **a.m. peak hour** has dropped from 1.23 to 1.14, a **decrease of 0.09 occupants per vehicle**
- Also during this time, the average automobile occupancy during the **p.m. peak hour** has dropped from 1.34 to 1.21, a **decrease of 0.13 occupants per vehicle**

Source: City of Lincoln, Public Works, 2002 Automobile Occupancy Study

Indicator: Lincoln, Estimated Daily Vehicle Miles Traveled, 1985-1999

Importance of Indicator:

- The Comprehensive Plan encourages a balanced transportation system where people and goods are efficiently moved around the community
- Cars and trucks will continue to be the primary mode of travel for Lincoln and Lancaster County residents throughout and beyond the planning period of this Plan
 - Roads will continue to form the backbone of the entire region's transportation system



Definitions/ About this Indicator:

- Figures represent an estimate of the daily vehicle miles traveled during each year

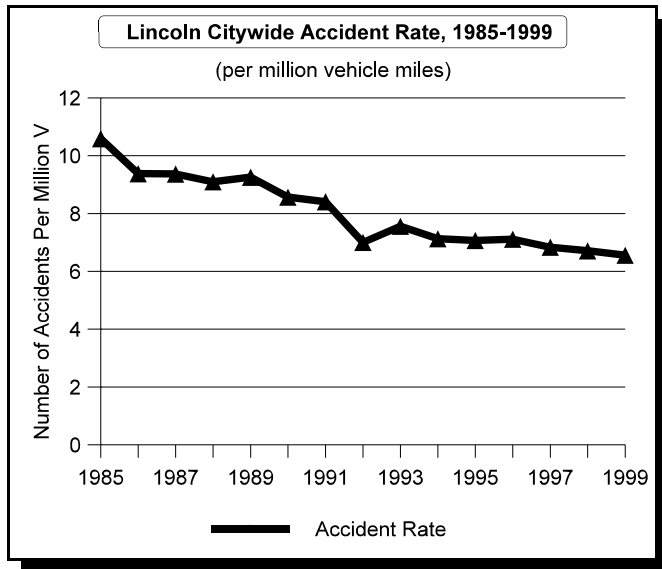
Trends/ Observations:

- In 1985, an estimate of 2.25 million vehicle miles were traveled on Lincoln roads each day
- In 1990, an estimate of 2.78 million vehicles miles were traveled throughout Lincoln
- Between 1985 and 1999 vehicle miles traveled increased steadily, while the increase in 1991 was less than in recent years
- In 1999, the estimate for the number of daily vehicle miles traveled in Lincoln reached **3.81 million**

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Vehicle Accident Rate, 1985-1999

Importance of Indicator:



- Roadway accident rates in Lincoln are a good indicator of roadway safety

Definitions/ About this Indicator:

- **Vehicle accident rate** is derived using number of vehicle miles traveled and vehicle accidents reported in the City of Lincoln

Trends/ Observations:

- As shown in the previous Indicator total vehicle miles has continued to increase in Lincoln, as well as the actual number of vehicle accidents reported
- The graph shows a decreasing City Wide Accident Rate for Lincoln
- In 1985, the rate was 10.59 accidents per million vehicle miles
- In 1990, the rate had declined to 8.59 accidents per million vehicles miles
- During the period shown the accident rate reach a low point in 1992 where 7.0 accidents per million vehicles miles were calculated
- After a slight increase in 1993, the trend showed a continued decline in the accident rate reaching **6.56 accidents per million vehicle miles in 1999**

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Public Parks, Recreation and Open Space , 2002

Information related to this
indicator will be published in
future reports.

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